

APPENDIX D: Prioritization Criteria and Preliminary Rankings

CORRALES TRAILS PRIORITIZATION EVALUATION FORM

Name of Route: _____
Date Evaluated: _____
Name of Evaluator: _____
Affiliation of Evaluator: _____

Instructions:
Mark the appropriate score (0, 1, or 2) for each attribute in the score column.
Please use the Evaluation Criteria below to score for each attribute.

<i>Attribute</i>	<i>Score</i>
1. Local Links	_____
2. Loop	_____
3. Regional Connections	_____
4. Critical Connection	_____
5. New Connection	_____
6. Physical Constraints	_____
7. Commercial Core	_____
8. Existing level of Use	_____
9. Safety	_____
10. Ease of Maintenance	_____
11. Trail / Traffic Relationship	_____

Notes:

EVALUATION CRITERIA FOR TRAIL SUITABILITY ANALYSIS

1. Does the proposed route offer links to local destinations? (e.g. a neighborhood park, equestrian center, neighborhood school, local open space corridor, neighborhood commercial center, Bosque, etc.?)

- 0 - No, the trail would not provide any links to local destinations.
- 1 - Yes, the trail links indirectly to local destinations, or has the potential to link to local destinations.
- 2 - Yes, the trail links directly to local destinations and/or no other alternate routes exists.

2. Does the proposed route form or facilitate completion of a loop? (incl. bike lanes)

- 0 - The trail is isolated and not likely to form any larger loops.
- 1 - The trail has the potential to form part of a local loop.
- 2 - The trail completes a portion of an existing loop.

3. Does the proposed route offer any connections to regional facilities? (e.g. regional trails, significant open spaces, shopping or employment centers, adjacent communities, Bosque, Arroyo de los Montoyas, etc.)

0 - No, the corridor would not provide a link to any regional destinations.

1 - Yes, the corridor links indirectly to a regional destination (i.e. links to other facility that provides a direct connection) or a potential future connection.

2 - Yes, the trail links directly to one or more major regional destinations or forms a critical link in regional trail.

4. Does the establishment of the proposed route prevent the loss of a critical connection?

0 - No, the route is entirely within the public right-of-way or is already secured by easement.

1 - Yes, establishment of a trail through land purchase, easement acquisition, or license agreement would secure an existing informal connection.

2 - Yes, establishment of a trail through land purchase or easement acquisition would prevent an imminent loss of connectivity through planned or likely development or reestablish a historic connection; or remedy a closed off access point/easement; or re-establish a historic connection

5. Does the proposed route provide a critical connection opportunity where there is currently no physical access or connection? (e.g. bridge or ditch crossing, blocked connection to the Thompson Fence Line Trail)

0 - No, the route does not provide a new connection opportunity.

1 - Yes, establishment of a trail would provide a new public connection to an existing or proposed facility; or clearly identify an existing public trail connection.

2 - Yes, establishment of a trail would provide a new public connection to an existing or proposed facility where there are no other connection opportunities within a ¼ mile.

6. What are the physical constraints of the corridor? (physical width for a trail, right-of-way)

0 – Narrow corridor with many obstacles, encroachments or drainage issues; walls or fences less than six feet from the edge of the roadway.

1 – Moderate width corridor; at least six feet available for a pathway on at least one side of the roadway.

2 – Wide corridor with at least six feet of available space on both sides, or at least 12’ of usable space on one side of the roadway, few encroachments or obstacles.

7. Is the proposed trail route located in central commercial core?

0 - No, the corridor is not located in the commercial core of Corrales.

1 - The corridor provides a link to the commercial.

2 - Yes, the corridor is located in the commercial core of Corrales, and provides connections between destinations within the central core.

8. What is the existing use level of the corridor?

0 - The corridor is not being currently used extensively by any specific user group.

1 - The corridor is primarily used by one known type of user group (e.g. only equestrians).

2 - The corridor is currently being used by multiple different user groups (equestrian, pedestrian, bicycle, strollers, etc.); or the route may be single-use that has historically formed an important connection.

9. What is the current condition of the route? (perception of safety)

0 - The corridor is overly constricted or includes numerous hazards that might create a sense of danger to trail users.

1 - The corridor has existing or potential safety problems that could be mitigated with reasonable effort or an easement acquisition.

2 - The corridor is free of hazards and fosters a sense of safety and security.

10. What is the ease of maintenance/volunteer support?

0 – Corridor has steep grades, sandy terrain, or other condition that would indicate a high level of maintenance required.

1 – Corridor has flat grades and no issues which would require special maintenance; or, there is the potential for a volunteer group to maintain.

2 – Corridor has low maintenance requirements and volunteer groups or landowners who actively maintain trail.

11. Trail/traffic relationship

0 - There is significant existing or potential conflict resulting from trail proximity to high-speed traffic or forced at-grade crossing without a signal or sign.

1 - There is some existing or potential conflict resulting from relative trail proximity to some traffic or at-grade crossing with stop sign or crosswalk.

2 - There is minimal existing or potential conflict (comfortable set-back from street and connections through grade-separated crossings or low risk at-grade crossings).

Trail Prioritization Results		Total Score	Local Links	Loop	Regional Connections	Critical Connection
Type	Trail Location	Total	1	2	3	4
Lane	Corrales Rd (NM448)	16	2	2	2	1
Paved	Corrales Rd. (NM448)	15	2	2	2	1
Paved	Rio Grande Trail (Cabezon)	15	2	2	2	1
Paved	Corrales Main Canal (North of Todos Santos)	15	0	2	2	1
Paved	Thompson Extension	15	1	2	2	2
Soft	Sagebrush Dr.	14	2	1	2	2
Soft	Romero Rd.	14	2	1	2	1
Soft	Via Oreada	14	2	1	2	2
Soft	Camino de las Brisas	14	2	1	2	1
Soft	Marquita Ln. (& Marquita Ln. South)	14	2	2	2	1
Soft	East Ella Dr.	13	2	1	2	1
Soft	West Ella Dr.	13	2	2	2	0
Paved	Rio Grande Trail (Corrales Main Canal)	13	0	2	2	1
Soft	Applewood Rd.	13	0	2	1	0
Soft	Coronado Rd.	13	2	2	2	0
Soft	Corrales Acequia (Coronado - Sagebrush)	13	2	2	1	1
Soft	Corrales Interior Drain	13	2	1	2	1
Lane	Academy Road	13	2	2	1	1
Paved	Arroyo de los Montoyas	13	2	1	2	1
Lane	Old Church Rd.	12	2	2	2	0
Lane	West Meadowlark Ln.	12	1	2	2	0
Soft	Arroyo de los Montoyas	12	1	1	1	1
Soft	Corrales Acequia (Sagebrush - Academy)	12	2	1	1	1
Soft	Perea Rd.	12	2	1	2	0
Soft	Quirks Ln. / Camino Campo	12	0	2	2	0
Soft	Jacob Ct.	12	2	1	2	0
Soft	Bessom Ln.	11	2	1	2	1
Soft	Kjersti Ct.	11	2	1	2	0
Soft	Don Julio Ct	11	1	1	1	0
Soft	Coyote Canta Rd.	11	1	1	1	0
Lane	Angel Rd.	11	0	1	1	2
Soft	Griego Rd.	10	0	1	2	1
Soft	Mission Valley Rd.	10	2	1	2	0
Soft	Sego Rd.	10	2	1	2	0
Soft	Camino de la Tierra	10	0	1	1	2
Soft	Paseo Tomas Montoya	9	1	1	1	1
Soft	Todos Juntos Rd.	9	1	1	1	0
Paved	Calle Contenta	8	0	1	2	1
Soft	August Mader Rd.	8	0	1	1	0
Soft	Albino Rd.	8	0	1	1	0
Soft	Teresita Ct.	8	0	1	1	0
Soft	C de Baca Rd.	8	0	1	1	0
Soft	Tierra de Corrales Rd.	8	0	1	1	0

New Connection	Physical Constraints	Commercial Core	Existing Use	Safety	Ease of Maintenance	Trail/traffic relation	Total Score
5	6	7	8	9	10	11	Total
1	1	2	2	0	2	1	16
1	0	2	2	0	2	1	15
0	2	0	2	2	1	1	15
1	2	0	2	2	1	2	15
2	2	0	1	1	0	2	15
1	1	1	2	1	0	1	14
0	1	0	2	2	1	2	14
1	1	1	2	1	0	1	14
1	2	0	1	2	1	1	14
1	0	1	2	1	1	1	14
0	1	1	2	1	1	1	13
0	1	1	2	1	1	1	13
0	2	0	2	2	1	1	13
0	2	0	2	2	2	2	13
0	1	1	2	1	1	1	13
0	2	0	2	1	1	1	13
0	1	1	2	1	1	1	13
1	1	0	1	1	2	1	13
0	2	0	2	1	0	2	13
0	0	1	2	0	2	1	12
0	1	1	1	1	2	1	12
1	2	0	1	1	1	2	12
0	2	0	2	1	1	1	12
0	1	1	1	1	2	1	12
0	2	0	1	2	1	2	12
0	2	0	0	2	1	2	12
0	0	1	1	1	1	1	11
0	2	0	0	1	1	2	11
2	2	0	0	2	1	1	11
2	2	0	0	2	1	1	11
2	2	0	1	1	0	1	11
0	1	0	2	1	1	1	10
0	1	0	1	1	1	1	10
0	0	0	2	1	1	1	10
2	2	0	1	1	0	0	10
0	0	0	2	1	1	1	9
0	2	0	0	2	1	1	9
0	1	0	0	1	1	1	8
0	2	0	0	2	1	1	8
0	2	0	0	2	1	1	8
0	2	0	0	2	1	1	8
0	2	0	0	2	1	1	8
0	2	0	0	2	1	1	8